

Streatham Hill LQ Report - 2019



Local Context

The majority of roads within this neighbourhood cell have been classified as local roads within the street types matrix. We would expect a local road to only carry locally generated traffic and not carry significant volumes of through traffic. Local roads are essential part of a walking, cycling network and excessive through traffic stops people to being able to walk and cycle with confidence and a sense of safety.

The boundary roads are classified as roads we would expect to carry strategic through traffic. While there is no definitive formula to calculate how much local traffic a neighbourhood will generate local roads which carry more than 1,500 vehicles a day are likely to be carrying a significant amount of non-locally generated traffic.

The Lambeth Healthy Route Plan analysed what’s needed for walking and cycling and these conditions are described in the table below. Ideally all residential streets would meet these conditions.

Walking and Cycling Quality Requirements		
	Walking Target	Cycling Target
Vehicle Flows	Above 200 vph priority crossings on pedestrian desire lines. Below 200vph an accessible crossing must be provided every 100m	People cycling only mix with traffic if two-way flows are fewer than 200 vehicles per hour (vph) per peak hour.
Vehicle Speeds	Average speed should be 20mph or below	
Lane Widths	Width will be consistent with the recommended widths within the pedestrian comfort guidance.	Segregated tracks, will be at least 1.5m for one way and 2.5m for two way.
Turning Risk	Physical features reinforce pedestrian priority over turning vehicles. Green pedestrian phase on all arms of signal junctions.	Dedicated time, space or physical features to reduce conflict
Kerbside activity	To be determined through design process and updated	See technical note (Annex 1) for details
HGVs	To be determined through design process and updated	HGV's are less than 5% of traffic

Methodology

In this report we have produced a street-by-street picture of thoroughfare traffic using a large volume of aggregated telematics (vehicle monitoring) data, obtained between June 2018 and June 2019. For each road we calculate the proportion of journeys that neither start nor end their journeys within the neighbourhood region.

Streatham Hill LQ Summary

In this report, we refer to road names in terms of their approximate direction of travel. For example, Park Road (NW) indicates the north-west-bound traffic along Park Road. We also refer to 'thoroughfare', which is the percentage of all trips along each road that do not start or end inside the neighbourhood. We consider thoroughfare to be **substantial** when it contributes more than **50%** of the traffic flow.

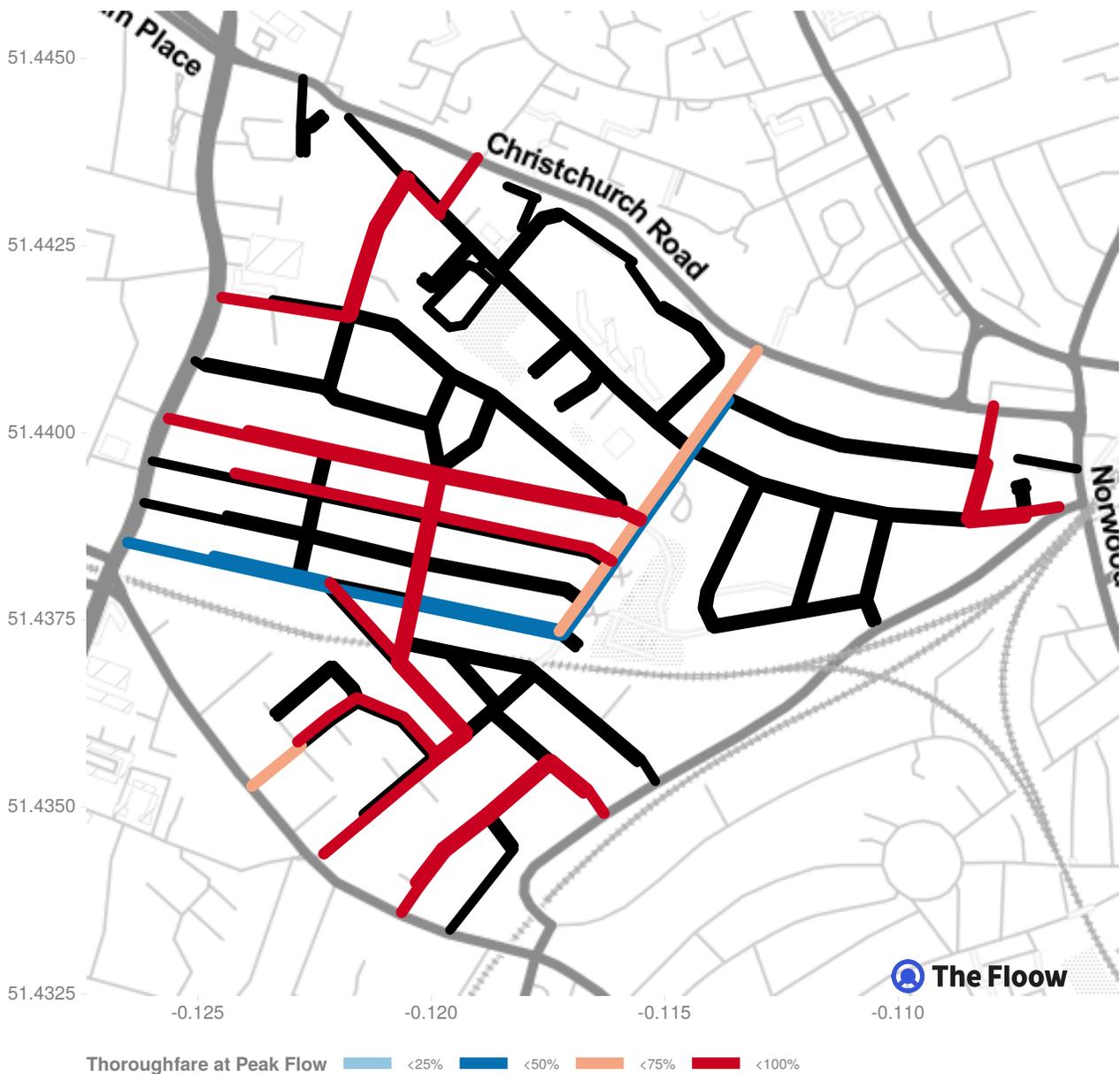
For this neighbourhood, the busier roads include Amesbury Avenue (NW) running from the Centre to the West, Hillside Road (NE) in the Centre, Hillside Road (SW) in the Centre, Palace Road (SW) in the East, and Probyn Road (NE) in the East.

The figures below compare the roads in Streatham Hill LQ categorised by their total daily traffic volume (top) and by their peak flow (bottom).





The plot below shows the percentage of thoroughfare traffic for roads with moderate flow or more.



In the centre, Amesbury Avenue (NW), Amesbury Avenue (SE), Downton Avenue (SE), Faygate Road (NE), Hillside Road (NE), Hillside Road (SW), Palace Road (NW), and Wavertree Road (NW) are occasionally dominated by thoroughfare traffic. For Amesbury Avenue (NW), thoroughfare traffic is substantial during weekend lunchtimes, weekend evenings, weekday evenings, and weekend lunchtimes. For Downton Avenue (SE), thoroughfare traffic is substantial during weekend lunchtimes. For Faygate Road (NE), thoroughfare traffic is substantial during weekday evenings. For Hillside Road (NE), thoroughfare traffic is substantial for a majority of the time. For Hillside Road (SW), thoroughfare traffic is substantial during weekend mornings, weekend lunchtimes, weekend evenings, weekday lunchtimes, weekday evenings, and weekend mornings. For Palace Road (NW), thoroughfare traffic is substantial during weekday mornings. For Wavertree Road (NW), thoroughfare traffic is substantial during weekday mornings.

This table shows the properties of the peak and off-peak flows along each road. The roads in the centre that have a moderate level of traffic that is occasionally dominated by thoroughfare are highlighted in **bold**.

Road	Min. Flow (Cars/Hour)	% Thoroughfare	Max. Flow (Cars/Hour)	% Thoroughfare	Total Daily Volume (Cars)
Adare Walk (NE)	0	0	10	100	30
Adare Walk (NW)	0	0	0	83	30
Adare Walk (SE)	0	0	10	33	30
Adare Walk (SW)	0	0	0	100	10
Amesbury Avenue (NW)	50	30	210	88	1710
Amesbury Avenue (SE)	10	38	190	75	580
Arborfield Close (NE)	0	0	0	100	30
Arborfield Close (NW)	0	0	10	100	0
Arborfield Close (SE)	0	0	0	-Inf	0
Arborfield Close (SW)	0	0	0	100	20
Barcombe Avenue (NW)	0	42	30	71	150
Barcombe Avenue (SE)	10	60	40	65	260
Barstow Crescent (NE)	0	0	0	100	20
Barstow Crescent (NW)	0	0	0	100	0
Barstow Crescent (SE)	0	0	0	100	20
Barstow Crescent (SW)	0	0	0	75	20
Bushell Close (NE)	0	0	0	100	20
Bushell Close (SW)	0	0	0	100	20
Claremont Close (NE)	0	0	0	100	10
Claremont Close (NW)	0	0	10	75	40
Claremont Close (SE)	0	0	0	73	20
Claremont Close (SW)	0	0	0	100	30
Coburg Crescent (NE)	0	25	10	84	110
Coburg Crescent (NW)	0	0	20	50	110
Coburg Crescent (SE)	0	0	10	40	100
Coburg Crescent (SW)	0	8	20	47	100
Cricklade Avenue (NW)	0	61	20	70	160
Cricklade Avenue (SE)	10	76	70	82	530
Daysbrook Road (NE)	10	89	60	92	560
Daysbrook Road (SW)	30	88	110	98	890
Downton Avenue (NW)	20	87	80	92	740
Downton Avenue (SE)	30	90	120	96	990
Emsworth Street (NE)	0	50	10	60	90
Emsworth Street (SW)	0	59	20	62	120
Faygate Road (NE)	10	65	120	74	760
Faygate Road (SW)	20	88	90	94	560
Garden Lane (NE)	0	71	30	100	160
Garden Lane (SW)	0	0	0	0	10
Hailsham Avenue (NW)	10	91	80	100	540
Hailsham Avenue (SE)	10	0	100	100	660
Hillside Road (NE)	60	60	320	75	1760
Hillside Road (SW)	80	45	270	85	2240
Hitherfield Road (NW)	0	0	20	100	140
Hitherfield Road (SE)	0	0	10	100	70
Keymer Road (NW)	0	0	20	60	120
Keymer Road (SE)	0	0	20	83	90
Kinfauns Road (NE)	0	0	10	26	160
Kinfauns Road (NW)	0	0	0	100	40
Kinfauns Road (SE)	0	0	0	100	20
Kinfauns Road (SW)	0	0	10	100	70
Kingsmead Road (NE)	0	0	10	67	30
Kingsmead Road (NW)	0	0	0	100	10
Kingsmead Road (SE)	0	0	0	83	0
Kingsmead Road (SW)	0	0	0	50	20
Lanercost Road (NW)	0	33	20	49	130
Lanercost Road (SE)	0	55	20	66	140
Limetree Close (NE)	0	0	50	6	280
Limetree Close (SE)	0	0	0	100	0
Lupin Close (NE)	0	0	10	100	30
Lupin Close (NW)	0	0	10	78	110
Lupin Close (SE)	0	0	10	60	70
Lupin Close (SW)	0	0	0	100	20

(continued)

Road	Min. Flow (Cars/Hour)	% Thoroughfare	Max. Flow (Cars/Hour)	% Thoroughfare	Total Daily Volume (Cars)
Lydhurst Avenue (NW)	0	63	30	75	150
Lydhurst Avenue (SE)	0	0	10	91	70
Mount Nod Road (NE)	10	88	100	100	210
Mount Nod Road (SW)	20	76	90	100	480
Mountearl Gardens (NE)	10	92	100	100	890
Mountearl Gardens (NW)	0	44	30	87	160
Mountearl Gardens (SE)	10	91	100	100	840
Mountearl Gardens (SW)	20	64	100	74	560
Normanhurst Road (NE)	0	95	40	100	340
Normanhurst Road (NW)	0	89	50	96	410
Normanhurst Road (SE)	0	0	50	86	420
Normanhurst Road (SW)	0	0	20	100	160
Northstead Road (NE)	0	0	0	67	50
Northstead Road (SW)	0	0	10	50	70
Nuthurst Avenue (NE)	0	0	10	75	30
Nuthurst Avenue (SW)	0	0	0	100	20
Palace Road (NE)	30	73	170	98	1400
Palace Road (NW)	30	90	120	99	240
Palace Road (SE)	20	87	50	92	260
Palace Road (SW)	30	65	150	93	1600
Parade Mews (SE)	0	80	30	90	310
Presentation Mews (NE)	0	0	10	0	10
Presentation Mews (SW)	0	0	10	0	10
Probyn Road (NE)	30	59	140	88	1630
Probyn Road (SW)	20	43	130	90	1030
Romeyn Road (NW)	0	50	10	100	90
Romeyn Road (SE)	0	0	10	80	100
Romeyn Road (SW)	0	0	20	85	100
Rosedene Avenue (NE)	10	61	90	98	580
Rosedene Avenue (SW)	10	83	60	98	500
Roupell Road (NE)	20	83	60	92	820
Stockfield Road (NW)	10	80	80	90	400
Stockfield Road (SE)	10	72	80	98	500
Tredwell Close (NW)	0	0	0	100	10
Tredwell Close (SE)	0	0	0	100	0
Wavertree Road (NW)	20	85	100	97	330
Wavertree Road (SE)	0	0	50	100	200
Wyatt Park Road (NW)	0	0	20	65	150
Wyatt Park Road (SE)	0	35	30	67	220

In this neighbourhood we have identified 8 roads through the centre that experience significant thoroughfare traffic. These are journeys that do not start or end inside the neighbourhood, which means that drivers are using these roads instead of the arterial road network.